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Established June 8, 1870.

SALT LAKE HERALD

SALT LAKE CITY, UTAH, SUNDAY, NOVEMBER 29, 1908

32 PAGES, Price Five Cents.

Newspapers don't conceal facts about circulation if they are proud of the facts. The Herald alone in Salt Lake tells what its circulation is.

LIVES SHEEDED OUT IN COAL MINE EXPLOSION

Latest Horror Near Pittsburgh--From 125 to 200 Bodies in the Workings at Marianna, Pa.

Deputy State Mining Inspector Had Just Completed His Inspection When Accident Occurred.

Pittsburgh, Pa., Nov. 28.—The last ray of hope for the rescue of any of the 125 or more miners who were entombed by an explosion at the Marianna mines of the Pittsburgh-Buffalo Coal company shortly before noon today, was dispelled at 8:30 o'clock tonight when the first rescuing party reached the workings and found the dead bodies scattered about the floor of the mine.

Few, if any, of the bodies are mutilated, and the men were undoubtedly smothered by the deadly vapors which followed the explosion. The bodies have not yet been counted, but it is known that there are at least 125, and the number may be larger. All but two of the bodies in the mine, it is said, are those of foreigners.

Bodies Still in Mine.

No effort has yet been made to remove them. Instead, the rescuers and the mining experts are making a complete exploration of all the workings to see if there are now safe. This work is expected to occupy several hours. The workings in which today's catastrophe happened are known as the Rachel and Agnes mines, in reality a double mine with underground connections. Construction work was practically finished and Deputy State Mining Inspector Henry Loutitt, a few minutes before the explosion, had completed a two days' inspection, which had revealed no cause for apprehension. He and General Manager Kerr of the company came to the surface a few minutes before 11 o'clock. Mine Foreman Henry Thompson and two miners entered the cage, and started toward the bottom of the 500-foot shaft.

Terrific Explosion.

Suddenly there was an ominous rumbling, then a trembling of the ground around the mouth of the shaft as from an earthquake, and an instant later there was a terrific report and the cage was hurled up the shaft and through the roof of the shafthouse, the mine foreman and the two men still in it. Their bodies were tossed through the top of the building and far beyond it. Thompson was dead when picked up, and the others mortally injured.

So great was the force of the explosion that shattered portions of the woodwork about the mouth of the shaft were blown into Ten-mile creek, 2,000 feet away. Besides the three men in the cage, portions of at least two other bodies were blown from the shaft house and were found in a field nearby.

Deadly Gas and Smoke.

Immediately following the explosion a dense column of smoke issued from the shaft, and it was feared a fierce fire was raging at the bottom of the mine. A short time afterward the smoke almost ceased, but those on the surface were unable to tell whether the fire had been smothered or the shafts so filled with falling debris that the smoke could not escape.

Rescuing work was immediately started, Inspector Loutitt assuming charge, but it was impossible to gain entrance to the mine for a long time.

The opening of the shaft was the only route, and for this task there were volunteers in numbers sufficient to work short relays of as many men as could find room for operations.

Special Relief Trains.

As soon as the news of the explosion reached the offices of the company special trains were started from this city and Monongahela with relief parties. The train from this city carried the chief officers of the company and mining experts from the United States laboratory and testing station recently established here, who took with them the latest appliances and devices for relief work, including oxygen helmets, by means of which rescuers could go to work in the most poisonous gases known to mining. Superintendent A. C. Benson, Fire Boss William Kennedy and Boss Joseph J. Kennedy went down the shaft in a bucket following the afternoon, but were able to go only within forty feet of the bottom. Later several experienced miners succeeded in reaching the bottom. Here they found further progress barred. The lateral heading from the bottom of the shaft into the mine proper was choked with debris, and they gave it as their opinion that it would take many hours to clear this away.

FOUR-TON ELEPHANT RACES THROUGH THE CROWDED STREETS OF NEW YORK

New York, Nov. 28.—The antics of a tame pig so frightened a four-ton elephant today that the big beast broke away from its keepers at the hippodrome, crashed through several stout doors which barred his progress and started on a wild run toward the East River. Down Forty-third street to Fifth avenue, through the crowded Thirty-fourth street, the beast swung along at a speed that amazed the onlookers, and spread consternation ahead of him. No hand was raised to stay his progress and he swept along, dodging street cars and plunging into the entrance of a tenement house. The passageway was too narrow to admit the immense bulk but

The largest possible force was at once put to work to open the passage. There was practically no hope from the first that any of the entombed men would be taken out alive, but this did not prevent strenuous efforts to hurry the opening of the mine.

The noise of the explosion was an ominous summons to all the people of the little town and they hurried to the shaft-house. The scenes were pitiful. They besieged the offices of the company, the mining authorities and the workers. All these felt certain of the fate of those below the surface, but none would dispel the rays of hope entertained until certainty was forced upon them by the clearing of the shaft.

The cause of the explosion has not been determined. Two theories are entertained. One is that a pocket of gas was struck by one of the miners, quickly filling the workings and then igniting from a lamp. The other theory is that gas from a well on the Fulton farm, under which the mine is located, penetrated the workings. The land in the vicinity is said to be gaseous and it is possible gas may have seeped through the coal stratum until it accumulated in sufficient volume to cause the disaster.

Gathering the Bodies.

At 1 o'clock this morning the rescuing party had recovered thirty-four bodies and brought them to the bottom of the shaft preparatory to removing them to the surface. All the victims were found in the main entry, the debris in the workings making it impossible to explore there.

The officials of the company assert that the number of men entombed will not exceed 125, while others about the scene surface a few minutes before 11 o'clock. Mine Foreman Henry Thompson and two miners entered the cage, and started toward the bottom of the 500-foot shaft.

About Fifty Americans.

About fifty of the victims, it is reported about the mine, were either Americans or English speaking men. A majority of the foreigners were comparatively new arrivals in the country, many of them having left families in their old homes. The power house of the mine has been converted into a temporary morgue. Coffins have been ordered from this city, Monongahela and Washington.

Steps have already been taken for the relief of the dependents of the victims. Subscriptions have been opened by charitable societies and the newspapers.

No authoritative estimate of the property lost has been made up to this time, but it will be heavy.

"TINY TIM" STILL WAITING

Dined With the President-Elect, but the Expected Conference Has Been Delayed.

Hot Springs, Va., Nov. 28.—President-elect Taft entertained at dinner tonight Mr. and Mrs. Timothy T. Woodruff, Representative and Mrs. Herbert Parsons and Representative Sheffield, all of New York.

The conference on New York political affairs, which Mr. Woodruff came here to have with Mr. Taft, has not been held, but doubtless will take place tomorrow.

Senator Warner of Missouri, who was chairman of the committee which notified Judge Taft of his nomination, stopped here today on his way to Washington to extend his congratulations in person. The senator assured Mr. Taft that Missouri was behind him in his position on a thorough tariff revision.

Oklahoma came forward today with a huge turkey sent to the president-elect for his Thanksgiving dinner, but delayed in transit. It will be served later, Thanksgiving day in New York, is expected here tomorrow.

TIN PLATE COMBINE.

London, Nov. 28.—The Iron and Steel Trades Journal states that English and American tin plate manufacturers in London today formed a combine, which practically will control the industry throughout the world.

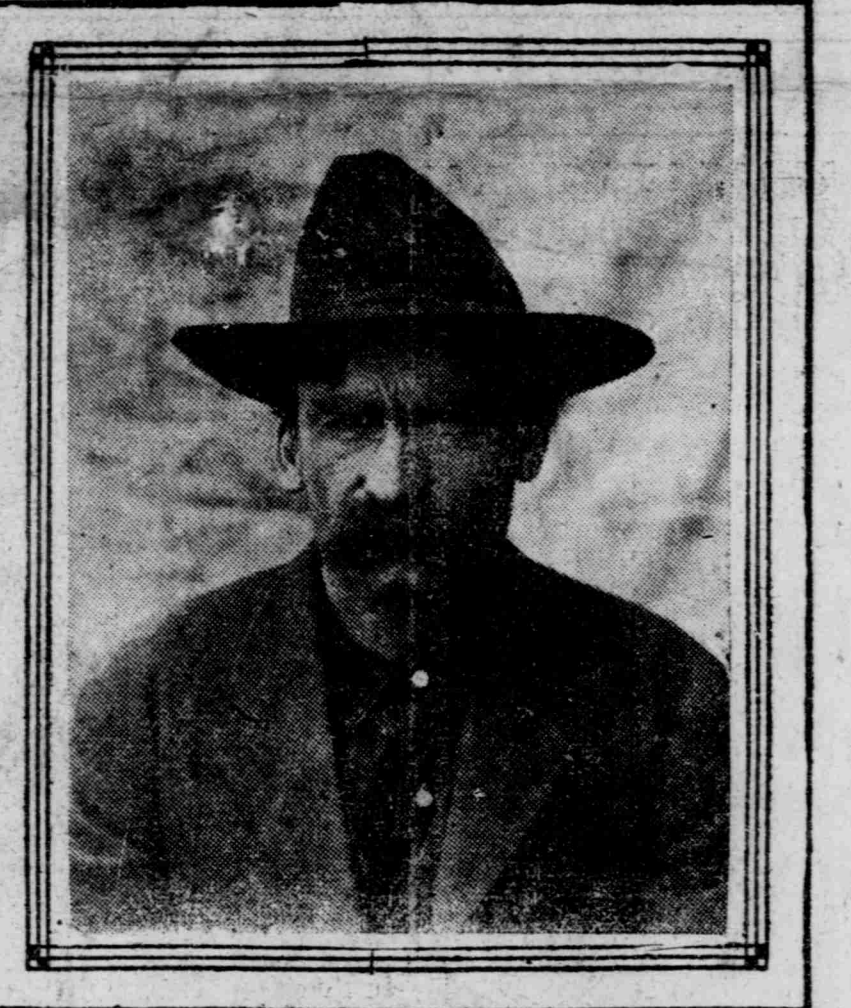


Hitchcock—"I got mine."

VANCE CONVICTED OF WIFE MURDER; REEKED WITH GUILT, SAYS HANCHETT

In Stolid Silence Prisoner Receives Verdict Which Condemns Him to Death.

Dramatic Scene Enacted When Foreman of Jury Faces Kinswoman of Murderer.



THOMAS VANCE.

Convicted of first degree murder in poisoning his wife.

man." After the verdict he said: "They have convicted an innocent man, but I will meet my fate like a man." He was remanded to the county jail, and will appear for sentence before Judge Armstrong Thursday, Dec. 3.

Mrs. A. B. Vance Arraigns Jury.

After the verdict had been rendered and the prisoner had left the court room, Mrs. A. B. Vance, sister-in-law of the condemned man, entered the county clerk's office, where the jurors were awaiting their vouchers, and with the clerk's assistance, she presented the jury to the court, and with the first degree, without a recommendation for mercy.

From the time the jury left the room until they rendered the verdict which will either subject him to the hangman's noose or the aim of the rifles pointed through the slotted door leading into the yard of the state's penitentiary, Thomas Vance did not change the expression of his face. He received the verdict with absolute equanimity and gave no sign of realizing that he had been condemned to a shameful death.

During the wait he stated, "I believe that they will return a verdict of not guilty, but whatever verdict the jury brings in, I will meet my fate like a

man." After the verdict he said: "They have convicted an innocent man, but I will meet my fate like a man." He was remanded to the county jail, and will appear for sentence before Judge Armstrong Thursday, Dec. 3.

The court room was hushed into deathly silence as the jury filed into the box and announced through Foreman Lafayette Hanchett that they had arrived at a verdict. The prisoner closely scanned the face of Judge Armstrong as he read the verdict, and pressed it to the clerk of the court to be read, but his expression did not change in the slightest when the verdict, "guilty of murder in the first degree," was read. But once did the prisoner show any intimation of human feeling during the trial. During the address of Judge Maginnis to the jury tears gathered in his eyes, but they quickly dried and he received the verdict which condemns him to death at the hands of the state with unmoved composure.

After a discussion lasting an hour and twenty minutes, a large portion of which was consumed by the reading of the instructions of the court, the demand for further instructions from the court and the writing of the decree, the jury in the Vance murder case rendered a verdict of guilty of murder in the first degree, without a recommendation for mercy.

judgment rendered with thorough honesty of purpose.

The most striking of Mr. Hanchett's replies, both to Mrs. Vance and to J. Abbott Maginnis, associate counsel for the defense, who also arraigned the jury for its verdict, covered all the evidence of the case and tended to show that Vance had, by his own evidence upon the stand, furnished evidence of his own guilt. According to the impression given the jury, as expressed by Mr. Hanchett, he "was reeking with guilt," and the replies made in behalf of the jury are absolutely convincing as to the conscientiousness of the jury and the fairness of the verdict.

Notice of an appeal was given after the verdict. Sentence will be passed Dec. 3.

After the verdict had been rendered and the jury discharged, the jury sought the county clerk's office to receive their warrants entitling them to draw their pay as jurors. While they were waiting, Mrs. A. B. Vance, Ogden, wife of a brother of the prisoner, who had been weeping in the corridor, entered the clerk's office and said to the jurymen: "I don't see how you ever found him guilty. How you ever returned a verdict like that. Why, if you found him guilty, did you not give him the opportunity of a life sentence instead of death? We expected that you might sentence him for life, but never that he might be condemned to death."

Hanchett Answers for Jurors.

Mr. Hanchett, speaking for the jury, said: "Yes, you expected that, because juries ordinarily do not do their duty." Mrs. Vance again said that they had convicted an innocent man, and said: "Mark my words, you will all live long enough to see your mistake."

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STATEMENT ISSUED ON BEHALF OF RAILROADS

J. A. Reeves of Short Line Replies to Arguments Advanced by Shippers in Discussion of Railroad Rates.

Says All Business Men Equalize Profits According to Commodity or Conditions Surrounding It.

The following statement was issued yesterday by J. A. Reeves, general freight agent of the Oregon Short Line Railroad company:

"To The Salt Lake Herald: I beg to respectfully submit the following as the railroad side of the present discussion regarding freight rates:

"The present adjustment of tariffs to and from within Utah and the interior of the country generally is the result of years of negotiation among groups of shippers and groups of railroads, beginning when the railroads were built here, continuing to the present time and certain to continue as long as the railroads run and commerce and manufacturing are carried on. This must be so because in the beginning the make up of the tariff is the result of compromise among varying and interests, which are affected in diverse ways by the general level of rates maintained, or by the adjustment as to particular commodities, and further because a tariff that ever was or ever can be built will continue to meet the changing necessities of commerce for any certain length of time. Imperfect in the beginning, because it is a compromise and fully meets the views of no one, its features, one by one, because of changing conditions or alterations in the rate adjustment elsewhere, become obsolete and must be continually revised or altered to serve the purpose for which the tariff is intended.

"While not wishing to be understood as claiming perfection for the basis here, I am willing to go on record as saying that, all conditions considered, it is as fair and defensible as will be found anywhere, whether we go to competitive or non-competitive territory for comparison, or whether we speak of through rates in and out of this country or of the local tariffs carrying rates within our immediate jurisdiction.

Divergent Interests Involved.

"It should be remembered that, so far as the Oregon Short Line proper is concerned, it runs from Sandy to Butte and from Granger to Huntington. Within the limits of these termini the traffic representatives of this company are not negotiators directly with the shipper. Different shippers located in our territory frequently disagree, according to their interests, as to what should be, but whatever is finally determined upon we are able to promulgate without the necessity of convincing other lines. Beyond these junction points, however, other railroads with divergent interests, or who are swayed by views of shippers with divergent interests, must be consulted, and such arrangements as we secure for facilitating the movement of the traffic are obtained only after we are able to satisfy some opposition and harmonize opposing views. Frequently this is accomplished only after we have offered reciprocal arrangements of some sort in return for that which we desire.

"Figures, it is said, never lie, but figures and charts without first considering the conditions which lie back of them or weighing the causes and conditions of work when they were made, often lead to contradictions which delude and result in erroneous and unjust conclusions. The cry that the railroads are overcharging their patrons, I believe to be largely unsubstantiated. The conditions under which the transportation business is conducted, a result contributed to not a little by the reputation of state and federal officials, which are economic untruths. Of one of these in particular, the so-called 'terminal' rate, I shall speak later on.

What Map Would Show.

"Had I the time and artistic ability, I might produce and exhibit a chart, even including the rate adjustment in this intermountain country which would show some interesting facts. For instance it would show:

"A great mining and smelting industry, borrowing a thousand dollars, and pouring into the lap of the country an ever increasing stream of wealth; and industry carried on by thousands of able and enterprising citizens, made possible because of rates on ore, concentrates, matte, bullion, limestone, coal, coke, machinery and many other items incident to the industry, which the conditions under which mountain roads are built and operated considered, are not more favorable anywhere.

"It would show nine great sugar factories in profitable operation, creating a market for local products and labor, providing a vast tonnage for shipment over the country, as well as supplying the local demand, disbursing large sums of money here, all impossible for rates on sugar, molasses, on machinery, lumber, on coke and limestone and other necessities, including the lowest rates locally on beefs and hams, and the rates on grain, which Iowa with its low commission made distance tariff.

"Great cement making plants, fostered and encouraged in the same way, with a vast output moving all over the west. "Something like thirty fruit and vegetable canneries in the Salt Lake and Weber valleys and two condensed milk factories in the Cache valley, reaching markets hundreds of miles distant.

"Prosperous local creameries located at many different points along the line and doing a thriving business.

"Plants for the making of pressed brick and vitrified brick, cement blocks and sewer pipe and drain tile, and quarries of building stone and phosphate rock moving their products for long distances on low rates made by these lines.

"Lime burning plants, ice making plants and industries of similar nature, the output of which moves long distances which would be impossible but for the rates established; breweries and mineral bottling works and vinegar works rates for which it is seen that a cross time to time to enable them to reach out and meet competition.

"Flour-milling industries strung clear across Utah and Idaho, whose output seeks consumption not locally only, but in centers reached on long hauls and at rates which it has been found necessary to reduce repeatedly, with milling in transit privileges which have been established and which are continually being extended in order to facilitate their business.

"One of the largest pickle works in the country here in Salt Lake, doing a thriving business in products sold locally and shipped hundreds of miles away, assembling rates for its raw materials and rates out on its products have been established which enable it to prosper.

"A great candy manufacturing business, of which Utah is proud and has a right to be, an enterprise great and profitable notwithstanding differences of opinion concerning some of the rate adjustments in which these concerns are interested, features of which are at this time under discussion and likely in the end to be arranged approximately, if not entirely, to the satisfaction of the complainants.

"It would show a flourishing mattress factory here, doing a large business throughout an extensive territory, the radius of which has repeatedly been extended by concessions in rates granted by this company.

"A large packing and slaughtering plant in Salt Lake and another in Ogden, which are reaching out for distant markets under the stimulus of rates granted and others in contemplation by the railroads.

"One of the largest salt producing industries in the country, the operations of the several companies engaged therein spanning half a continent, rates for which, necessary to the development which has taken place, have been published by the railroads in every direction.

"It would show fields and gardens and orchards tilled and cultivated by prosperous people along our lines, producing at a profit because the rates on their products of surplus to be done at far-way points.

"It would show a flourishing jobbing business done throughout the territory, which has been built to handsome proportions under a system of distributing rates established by this company, which will be found to compare favorably with those maintained anywhere in the United States.

A Business Partnership.

"Finally, it would show, I think, conclusively, to the fair minded, that we realize our business partnership with the community that we know and respect, and that we are not to contribute our share toward making conditions here such as will render profitable the immense productivity of the country served by us; that we know we cannot make money unless the producers along the line make money, that our prosperity is inseparably bound and that we must thrive or languish alike. Not all that we would like to do has been done. Much yet remains, which many will think we should do, which we remain unable to accomplish, because we also have our bounds and limitations, and even when our views coincide with theirs we are not always able to convince others or to win over diverse interests to see as we do.

"It is not fair, though, to denounce us and discredit our sincerity in such wholesale fashion as is sometimes done, nor is it encouraging to the community, the railroad representative, who is trying to do the best he can, to appreciate and live up to his responsibility and his opportunity to act for the general welfare while serving his own. No one has or no one needs a broader understanding of the interdependence of the transportation company and its patrons than the up-to-date railroad traffic man of today, and I am speaking not of us who live here, but of any more than of much maligned shippers who do not live here, but who lend ready consideration of any sane proposition.

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KILLED BY AUTO.

New York, Nov. 28.—Miss Julia Osgood, 55 years old, sister of the late Governor of the Colorado, and former president of the Colorado Fuel & Iron company, was knocked down and run over by an automobile in front of a garage at One Hundred and Tenth street and Eighth avenue, tonight, sustaining such internal injuries that she died half an hour later at her residence in Central Park West. Miss Osgood had waited for one automobile to enter the garage and was struck by another, a heavy touring car which it had in tow. The drivers of both cars were locked up.

HAYTIAN GOVERNMENT TROOPS SENT AGAINST THE REBELS MEET DEFEAT

Port Au Prince, Nov. 28.—Government troops under command of General Celestin Cyrisque, minister of war, composed largely of young recruits, who were sent out to capture the leader of the new revolution, General Antoine Simon, have met with a severe defeat. The engagement took place at Anzeveau, which lies about fifty-five miles to the east of Jeremie, one of the disaffected ports. After severe fighting the government forces were routed and driven back to Miragoane, about twenty miles distant. Miragoane is about twenty-five miles from Port Au Prince. It is reported that General Cyrisque has taken refuge in the German consulate there. Some of the wounded were brought to Port Au Prince by the Haytian gunboat Centenaire.

President Nord Alexis, who has al-

ways shown confidence in the ability of the soldiers to suppress the revolutionary movement, has decided to take the offensive with three divisions of disciplined troops, which have been concentrated here. The United States cruiser Connecticut, under command of Captain John Hood, and the French training ship Duguay Trouin have arrived here, and this has gone far toward reassuring the foreign residents.

Reports have been current that the revolutionary army is marching on Port Au Prince, but even if these reports are true, a considerable time must elapse before it arrives. The residents have shown no signs of excitement, but the diplomatic corps have decided to prevent the entry of the revolutionists for the purpose of pillage by allowing forces landed from the warships here.